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UNIVERSITY OF MICHIGAN



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SUPPLEMENT

1917,

RELATING TO

MEDITERRANEAN PILOT, VOL. II.

FIFTH EDITION,

1916.

(CORRECTED TO 24TH MAY, 1917.)

PUBLISHED BY ORDER OF THE LORDS COMMISSIONERS OF THE ADMIRALTY.

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LONDON.

PRINTED FOR THE HYDROGRAPHIC DEPARTMENT ADMIRALTY
UNDER THE AUTHORITY OF HIS MAJESTY'S STATIONERY OFFICE,
BY DARLING AND SON, LIMITED, BACON STREET, E.C.2.

AND MAY BE OBTAINED FROM
J. D. POTTER, AGENT FOR THE SALE OF ADMIRALTY CHARTS,
112, MINORITA, E.C.1.

1917.

Gentle to Purchasers of Mediterranean Pilot, Vol. II.

CAUTION WHEN APPROACHING BRITISH PORTS.

(To be inserted inside cover of all Sailing Directions.)

PART I.—CLOSING OF PORTS.

(1) My Lords Commissioners of the Admiralty having taken into consideration the fact that it may be necessary to forbid all entrance to certain ports of the Empire, this is to give Notice that on approaching the shores of the United Kingdom, or any port of the British Empire, a sharp lookout should be kept for the signals described in the following paragraph, and for the vessels mentioned in paragraph (4), Part II., of this Notice, and the distinguishing and other signals made by them. In the event of such signals being displayed, the port should be approached with great caution, as it may be apprehended that obstructions may exist.

(2) If entrance to a port is prohibited, three *red* vertical lights by night, or three *red* vertical balls by day, will be exhibited in some conspicuous position in or near to its approach, which signals will also be shown by the vessels indicated in paragraph (4), Part II., of this Notice.

If these signals are displayed, vessels must approach the port with the greatest caution, and implicitly obey all orders or signals given them by the Examination vessel or Signal station.

PART II.—EXAMINATION SERVICE.

(3) Under certain circumstances, it may become necessary to take special measures to examine vessels desiring to enter the ports or localities at home or abroad, referred to in Notices to Mariners No. 1 of 1917 and subsequent years.

(4) In such case, vessels carrying the distinguishing flags or lights mentioned in paragraph (6) will be charged with the duty of examining ships which desire to enter the ports and of allotting positions in which they shall anchor. If Government vessels, or vessels belonging to the local port authority, are found patrolling in the offing, merchant vessels are advised to communicate with such vessels with a view to obtaining information as to the course on which they should approach the port. Such communication will not be necessary in cases where the pilot on board has already received this information from the local authorities.

(5) As the institution of the Examination Service at any port will never be publicly advertised, especial care should be taken in approaching the ports, by day or night, to keep a sharp lookout for any vessel carrying the flags or lights mentioned in paragraph (6), and to be ready to "bring to" at once when hailed by her or warned by the firing of a gun or sound rocket.

In entering by night serious delay and risk will be avoided if four efficient all round lamps, two *red* and two *white*, are kept available for use.

(6) By day the distinguishing flags of the Examination Steamer will be a special flag (white and red horizontal surrounded by a blue border) and a blue ensign.

Also, three *red* vertical balls if the port is closed.

By night the steamer will carry : (a) Three *red* vertical lights if the port is closed ; (b) three *white* vertical lights if the port is open.

The above lights will be carried in addition to the ordinary navigation lights, and will show an unbroken light around the horizon.

(7) Masters are warned that, when approaching a British port where the Examination Service is in force, they must have the distinguishing signal of their vessel ready to hoist immediately the Examination Steamer makes the signal.

(8) Masters are warned that, before attempting to enter any of these ports when the Examination Service is in force, they must in their own interests strictly obey all instructions as to entry given to them by the Examination Steamer.

Whilst at anchor in the Examination Anchorage, Masters are warned that they must not lower any boats (except to avoid accident), communicate with the shore, work cables, move the ship, or permit anyone to leave the ship, without permission from the Examination Steamer.

(9) In case of fog, Masters of vessels are enjoined to use the utmost care, and the port itself should be approached with caution.

(10) Merchant vessels when approaching British ports are specially cautioned against making use of private signals of any description, either by day or night, the use of them will render a vessel liable to be fired on.

(11) The pilots attached to the ports will be acquainted with the regulations to be followed.

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Gratis to Purchasers of Mediterranean Pilot, Vol. II.

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ADVERTISEMENT TO THE SUPPLEMENT.

This Supplement, compiled by Captain C. V. Smith, R.N., contains all the information received in the Hydrographic Department of the Admiralty relating to the Mediterranean Pilot, Vol. II., Fifth Edition, since its publication in 1916, and is derived from the Reports by Officers of His Majesty's Navy and Foreign Governments, and various other sources.

It must be remembered that, during the present hostilities, many of the aids to navigation mentioned in Mediterranean Pilot, Vol. II., and in this Supplement, are liable to be modified or withdrawn without notice.

All Notices to Mariners affecting the above work, up to and including No. 493 of 1917, are hereby cancelled.

J. F. PARRY,

*Rear Admiral
and Hydrographer.*

*Hydrographic Department,
Admiralty, London.
26th May, 1917.*

The existence of this Revised Supplement is to be entered in the Tabular form inside the cover of the Mediterranean Pilot, Vol. II. The information in it is to be carefully considered.

One copy is to be retained intact for reference, notations referring to it being made in the pages of the Mediterranean Pilot, Vol. II.; the other copy may be cut up, if considered desirable, the slips being pasted in the volume at the appropriate place.

S U P P L E M E N T

1917,

RELATING TO

MEDITERRANEAN PILOT, VOL. II.

FIFTH EDITION,

1916.

(CORRECTED TO 24TH MAY, 1917.)

The several paragraphs follow the order of the paging of the Mediterranean Pilot, Vol. II., the pages referred to being given in the text.

(All bearings are True.)

CHAPTER I.

Page 7.—Barometer readings.—The graduation of barometric scales in millibars having now been largely introduced, the accompanying diagram is inserted to enable the mariner to convert millibars into inches, and vice versa.



The position of this Board Supplement is to be entered in the
 Index to the Index of the Mediterranean Pilot, Vol. II.
 The information is to be carefully considered.

The copy is to be returned with the original, without referring
 to it in any way in the Index of the Mediterranean Pilot, Vol. II.
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STATEMENT

1917

REPORT TO

MEDITERRANEAN PILOT, VOL. II.

FIFTH EDITION

1917

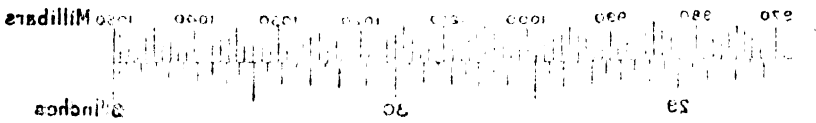
FORWARDED TO THE NAVY, 1917

The second supplement, under the name of the project of the
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 the text.

NEW YORK, N.Y., 1917

CHAPTER I

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 panying diagram is inserted to enable the reader to convert
 millibars into inches and vice versa.



CHAPTER II.

Chart 1804, Cape St. Sebastian to Cette.

Page 46.—La Nouvelle.—Lights.—A light is shown at an elevation of 18 feet from a derrick on the works for the extension of the South mole, 85 yards outside the mole light.

Expunge lines 34 to 37.

Buoys.—A black pillar buoy marks the end of the works in progress.

Plan of Port de Bouc on 3414.

Page 68.—Port de Bouc.—Mooring buoys.—Two mooring buoys are moored at about 3 cables northward of the jetty on the north side of the entrance.

Chart 2608, Approaches to Toulon.

Page 104.—Line 33 : For " $4\frac{1}{4}$ " read " $2\frac{1}{2}$."

Line 34 : For " $2\frac{1}{2}$ " read "3."

Plan 3638, Golfe de Fréjus and Raude d'Agay.

Page 136.—Golfe de Fréjus.—Caution.—Flag "D" of the International Code, hoisted at the masthead of the Fréjus Naval Aerodrome Signal Station flagstaff, indicates that firing is taking place from the coast by the French Flying Corps.

Page 138.—Lion de Mer.—Beacon.—A trellis work beacon, 13 feet high, surmounted by a cone, has been erected on the west point of Lion de Mer.

Plan 2822, Gulfs of Napoule and Juan.

Page 146.—La Fourmigue.—Light.—A light is shown at an elevation of 52 feet from the beacon.

Line 28 : For "47" read "44."

CHAPTER III.

Plan of Ajaccio on 1126.

Page 174.—Expunge lines 26 and 27.

CHAPTER IV.

Plan of San Remo on 157.

Page 242.—Porto di San Remo.—The harbour is very liable to silt on account of freshets from Torrenti San Francesco.

The contents of this book supplement is to be entered in the
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One copy is to be retained in the office of the
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THE

1917

REPORT

MEDITERRANEAN PILOT VOL. II.

FIFTH EDITION

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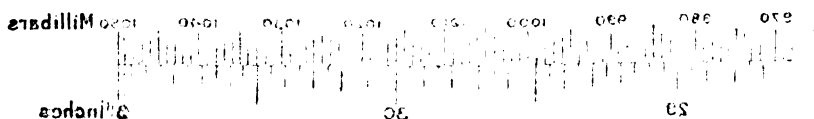
CONTENTS TO THE YEAR 1917

The second edition of the book is to be entered in the
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THE

CHAPTER I.

Page 1. Paraboloid of revolution.—The equation of paraboloid
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Page 187—*La Zouvolle*. Light is shown in an old
 version of 12 feet high on the works for the extension of
 the south mole, 25 feet out of the mole light.

Atwood 115 to 37.

Page 188—*La black pillar buoy marks the end of the works in*
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Atwood 115 to 37.

Page 188—*Point de Bonnet*.—Two mooring
 buoys are now in use on the north side of the bay on the
 north side of the entrance.

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Page 189—*La Zouvolle*. Light is shown in an old

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CHAPTER III

Atwood 115 to 37.

Page 189—*Point de Bonnet*.—Two mooring

CHAPTER IV

Atwood 115 to 37.

Page 189—*Point de Bonnet*.—Two mooring
 buoys are now in use on the north side of the bay on the
 north side of the entrance.

Plan 1402. Ports Maurizio and Oneglia.

Page 244.—Line 42 : For "520" read "580"

Page 245.—Line 7 : For " $3\frac{1}{4}$ fathoms" read "26 feet," and *for* " $3\frac{1}{4}$ to $3\frac{1}{4}$ fathoms" read "23 feet"

Line 11 : *Expunge* from "South" to end of line.

Line 22 : For "Two mooring buoys" read "A mooring buoy"

Page 246.—Line 2 : For " $3\frac{1}{2}$ " read "4"

Expunge from "having" on line 3 to "1910" on line 4.

Line 4 : For " $3\frac{1}{4}$ to 4" read " $3\frac{1}{4}$ to $4\frac{1}{2}$ "

Plan of Port Savona on 157.

Page 252.—Porto di Savona.—Molo delli Casse has been damaged, and vessels should give it a wide berth.

Page 253.—Harbour Works.—Four buoys have been moored outside the light buoy, for the use of lighters, and vessels should not pass between them and the light buoy.

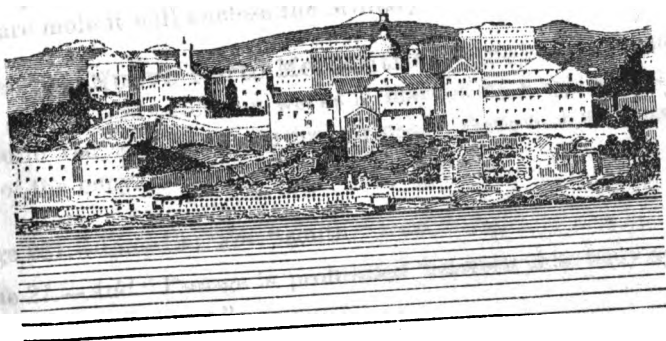
Plan, Approaches to Genoa on 1461.

Page 266.—Measured distance.—A measured distance of 10,591 feet, divided into two portions of 4,205 feet and 6,386 feet, has been established south-eastward of Genoa.

The running mark is Capo del Faro and Galliera lights in line, 306° true.

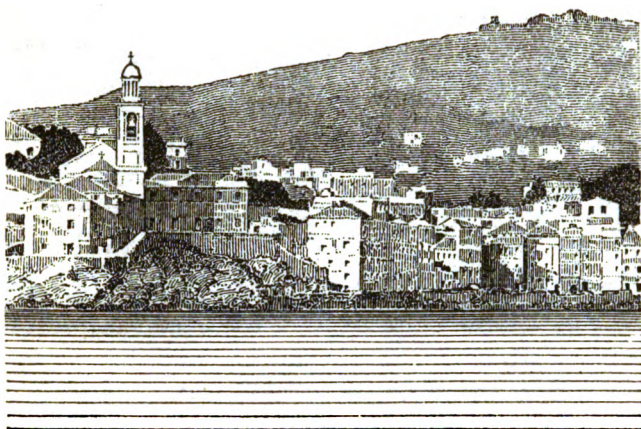
The western limit is defined by Stella light and San Giacomo spire in line, 26° true.

The end of the first section is defined by San Pietro cupola in line with Torre Quezzi, 23° true.



SAN PIETRO CUPOLA IN LINE WITH TORRE QUEZZI BEARING 23° TRUE.

The eastern limit is defined by Boccadasse belfry in line with Forte Richelieu, 22° true.



BOCCADASSE BELFRY.

Plan of Sestri Levante on 157.

Page 271.—Sestri Levante.—Buoy.—The mooring buoy has been removed.

Plan 155, Gulf of Spezia.

Page 278.—Line 18 : *For light buoy read "light beacon."*

Line 19 : *For "buoy" read "beacon."*

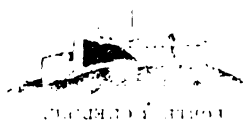
Dockyard.—The Lagora mole is being extended, so that with the Cadimare mole it will enclose the Military basin.

Page 279.—Nuovo Porto Mercantile.—Buoy.—The outer end of the Molo d' Est extension works is marked by a cylindrical buoy painted in red and white vertical stripes. Vessels must pass eastward of the buoy.

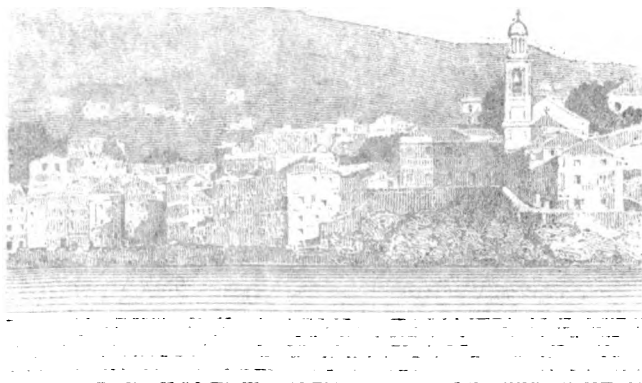
Page 281.—Line 13 : *For "south" read "east."*

Line 27.—Add "Passage is prohibited between this buoy and the Lagora mole light buoy."

Page 282.—Port Regulations.—In the passages between the moles vessels leaving the port must give way to those entering.



The station is a small building of wood and
 built in the style of the old Venetian architecture.



PORTO MARENTO

Plan of Sestri Levante on page 271.
 Page 271—Sestri Levante—Brody.—The mooring buoy has
 been removed.

Plan 155, (copy of Sestri)
 Page 278.—Line 12: "A light buoy" (copy of Sestri)
 Line 12: "A light buoy" (copy of Sestri)

Doekyerd.—The lagoon mole is being extended so that with the
 Gordini mole it will enclose the Milling basin.

Page 279. Nuovo Porto Marenthio—Brody.—The mooring
 of the Molo of San Lorenzo works is marked by a cylindrical buoy
 painted in red and white vertical stripes. (copy of Sestri)
 end of the buoy.

Page 281.—Line 12: "A light buoy" (copy of Sestri)
 Line 27.—"A light buoy" (copy of Sestri)
 Lagoon mole (copy of Sestri)

Page 282.—Port Regulations.—In the passage between the
 moles (copy of Sestri)

Plan of Port of Leghorn on 2554.

Page 291.—Measured distance.—A measured distance of 3358 feet for use of small craft, running through the port has been established ; it is marked by pairs of beacons at each end of the Diga curvilinet, and is run on the line joining another beacon on the inner end of Diga della Vegliaia and Diga del Marzocco light.

Chart 157. San Remo to Cape Cavallo.

Page 300.—Obstruction.—An obstruction has been reported at about $2\frac{1}{2}$ miles, 254° true from Secche di Vada lighthouse.

CHAPTER V.

Plan 1728. Gulf of Naples.

Page 391.—Tunny fishery.—A Tunny fishery has been established north-eastward of Capo di Sorrento.

CHAPTER VI.

Chart 1976. Cape Bonifati to Strait of Messina.

Page 417.—Expunge lines 34 and 35.

Plan 204. Gallipoli harbour.

Page 454.—Line 3 : *Before* “buoy” insert “white.”

INDEX.

Page 512.—*For* “Piouetto, Punta” *read* “Pioppetto, Punta.”

[illegible]

1. *Journal of the American Medical Association*, 1997; 277: 1033-1037.

[illegible]

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

THESE THÈSES ONT ÉTÉ PRÉSENTÉES À LA FACULTÉ DE MÉDECINE
DE L'UNIVERSITÉ DE MONTREAL EN VUE D'OBTENIR LE GRADE DE
DOCTEUR EN MÉDECINE

LE 10 JANVIER 1978

PRÉSIDENT DU JURY : DR. ROBERT GAGNON

COORDONNATEUR DES THÈSES : DR. JOSEPH B. COHEN

1994

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